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AGO ltr 29 Apr 1980

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IN REPLY REFER TO

AGDA (M) (1 Sep 69) FOR OT UT 692273

8 September 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 14th Transportation Battalion, Period Ending 30 April 1969

SEE DISTRIBUTION

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

1 Incl
as


ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

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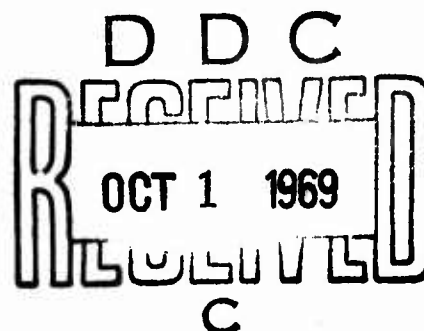
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AVGFW

12 May 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 30 April 1969, RCS: CSFOR-65 (RI)

(2) The 604th Transportation Co (DS) at Camp Holloway in Pleiku (AR783500) has direct support maintenance and supply responsibility for aircraft in the northwestern sector of the II Corps Tactical Zone (360 aircraft). The 604th Trans Company's AO extends from An Kho in the east to the international boundary on the west and from Dak To (ZB012216) in the north to Plei Me (ZA163057) in the south.

(3) The 608th Transportation Co (DS) at Dong Ba Thin (CP032295) has direct support maintenance and supply responsibility for aircraft in the southern half of the II Corps Tactical Zone (295 aircraft). The 608th Trans Company's AO is the largest in the battalion extending from the sea westward to the international boundary and in the north from Plei Me to Phan Thiet (AM801068) in the south. This unit inprocessed an average of approximately forty (40) new or IROANed UH-1 aircraft per month during the past calendar year.

(4) The 540th Transportation Co (GS) is located in Qui Nhon with general support maintenance and aircraft recovery responsibility for all Army aircraft in the II Corps Tactical Zone. The 540th Transportation Co has the largest general support AO in the RVN. Additionally, this unit has responsibility for the CH-47 12th Periodic Inspection Program and is the repair facility for the TARP.

(5) AVEL Company North (Prov) provides (DS/GS) avionics maintenance support for all Army and limited Air Force/Navy aircraft in the II Corps Tactical Zone (over 1,100 aircraft). The company headquarters and the 1st platoon are located in Nha Trang servicing the 608th Trans Company's AO. The remaining two platoons are collocated with the 604th and 79th Trans Companies supporting customers within their respective AO's.

b. Key Personnel Changes:

- (1) 7 February 1969 - MAJ James J. O'Connor assumed command of the 604th Transportation Company (ADS)
- (2) 17 February 1969 - 1LT Fred A. Gowan assumed command of HHC, 14th Trans Bn
- (3) 28 February 1969 - LTC Samuel S. Walker assumed command of the 14th Transportation Battalion (AM&S) (GS)
- (4) 22 March 1969 - MAJ Jerry W. Russell assumed command of the 608th Transportation Company (ADS)
- (5) 23 March 1969 - MAJ David B. Thurlow was assigned as Battalion Executive Officer
- (6) 1 April 1969 - CPT Ronald Willoughby was assigned as Battalion S-4

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH TRANSPORTATION BATTALION (AM&S)(GS)
APO 96240

AVGFN

12 May 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for the Period Ending 30 April 1969, RCS: CSFOR-65 (RI)

THRU: Commanding Officer
34th General Support Group (AM&S)
APO 96309

TO: Headquarters
AC of S Force Development
Washington, D. C. 20310

1. Section 1. Operations: Significant Activities

a. The 14th Transportation Battalion (AM&S)(GS), located in Nha Trang (OPO39520) is organized under TO&E 55-66F/55-66FP02 (see attached organizational chart) providing aircraft maintenance (direct, backup direct, and general support) and supply support for all Army aircraft (approximately 950) located within the RVN II Corps Tactical Zone. The battalion also provides supply support for US Air Force UH-1F aircraft, avionics support for USAF CV-2 aircraft, Navy and Army P2-V aircraft. The battalion mission further includes inprocessing and retrograde of aircraft and aircraft recovery responsibility in the I and II Corps Tactical Zone. To accomplish this mission the battalion provides command and control for a Headquarters Company, three (3) Direct Support Aircraft Maintenance Companies, one (1) General Support Aircraft Maintenance Company and one (1) Avionics and Electronics Support (Prov) Company.

(1) The 79th Transportation Co (DS) at Qui Nhon (CRO85220) provides direct support maintenance and technical supply support for all Army aircraft in the northeastern sector of the II Corps Tactical Zone (308 aircraft). The 79th Trans Company's Area of Operations (AO) extends from the southern border of I Corps south of Chu Lai (BT537062) to vicinity of Phu Hiep (00245364) and west from the sea to the highlands west of An Khe (BR478447). The 79th Trans Co has the largest direct support supply mission within the battalion AO having a stockage list of almost twenty thousand (20,000) lines of supplies. This unit retrogrades and inprocesses the majority of aircraft processed by this battalion and is also the control DSU for the Theater Aircraft Repairables Program (TARP).

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for the Period Ending 30 April 1969, RCS: CSFOR-65 (RI)

(a) <u>Airframe Courses</u>	<u>Personnel Graduated</u>
UH-1D & H	4
OH-6A	5
AH-1G	3
CH-47	4
(b) <u>Engine Courses</u>	
T53-L13	7
T55	5
T63	5
(c) <u>Supply</u>	7
(d) <u>Armament</u>	3
(e) <u>Jungle Survival</u> (out of country) (Phillipine Islands)	1

(2) Aircraft Recovery Operations: During the reported period the direct support companies of this battalion rigged 83 aircraft for aerial recovery. Of this total, 10 were field extractions (recoveries conducted from areas temporarily secured by friendly forces for the recovery) and the remaining 63 aircraft were maintenance evacuations (secured area to secured area).

(3) Flight Operations: During the reported period elements of the battalion compiled over 2,078 combat support missions and 2,136 flying hours in support of the assigned mission. There were no battalion aircraft accidents or incidents during this quarter.

f. Aircraft Maintenance:

(1) Number of aircraft repaired and returned to service: During the reported period 922 aircraft were repaired and returned to service by units of this battalion.

(2) Aircraft In-Processing, Retrograde, and Salvage: A total of three hundred eighty-seven (387) aircraft were in-processed, retrograded or salvaged by elements of the battalion during the reported period. Two hundred twenty-nine (229) new or IROMed aircraft were processed into RVN, ninety-four (94) were retrograded out of country and sixty-four (64) were salvaged during this quarter. Aircraft processed by type and model follows:

<u>TYPE A/C</u>	<u>INPROCESSED</u>	<u>RETROGRADE</u>	<u>SALVAGE</u>	<u>TOTAL</u>
AH-1G	0	7	0	7
CH-47	8	16	2	26
OH-6A	83	14	11	98

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SUBJECT: Operational Report of 14th Transportation Battalion (AMES) (GS)
for the Period Ending 30 April 1969, RCS: CSFOR-65 (RI)

c. Awards and Decorations: The following awards and decorations were presented: Eleven (11) Bronze Stars, One (1) Joint Service Commendation Medal, Twenty Five (25) Army Commendation Medals, Thirty (30) Air Medals, One (1) Purple Heart.

d. Facilities: All companies of the battalion were engaged in major renovations of billeting, latrine and messing facilities during the reported quarter (on a self-help project basis). There was no new engineer construction initiated within the battalion during the reported period.

(1) 604th Trans Co (Fleiku): There has been considerable progress in the construction on the permanent hanger, a project much delayed by shifting priorities. The foundation, steel side beams, steel overhead girders and corrugated metal sides have been completed. The hanger is sixty five percent (65%) completed at this time. The concrete approach pad to the hanger is twenty-five percent (25%) completed. The blueprints for the internal shop structures have been approved through the 937th Engineer Group. Construction of the internal shop structures is projected to start immediately upon completion of the approach pad and will take approximately two (2) months to complete. Additionally the unit has undertaken a major barracks renovation program (self help) to include repair of walls and ceilings, installation of new wiring, interior painting, exterior painting and installation of additional latrine facilities.

(2) 608th Trans Co (Dong Ba Thin): Construction of the unit's 24,000 sq. ft. technical supply warehouse is scheduled to be completed by 15 May 1969. All enlisted barracks are being remodeled and divided into rooms, each to accommodate a maximum of 4 men. Uniformity, neatness, safety and troop comfort are the objectives of the barracks improvement program.

(3) 79th Transportation Co (Qui Nhon): Primary facilities improvement was directed at major renovation of billets. A self help project was initiated to construct a new arms room and storage building for welding gasses.

(4) 540th Transportation Co (Qui Nhon): Renovation of all billets was again the major project within the unit. Further self-help projects included a mess hall addition, administrative offices for civilian technical representatives, and two CH-47 revetted parking areas.

e. Mission Operations and Training: The battalion engaged in mission operations the entire period. Unit training, including USARV required subjects, were integrated into the unit's operational day. No unit movements occurred during the reported period.

(1) In-Country Aviation Refresher Training (IARTS): The following number of personnel received in-country training in courses listed below:

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SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for the Period Ending 30 April 1969, RCS: CSFOR-65 (RI)

(1) Project RID: During the month of February a specially tailored battalion team composed of one officer and twelve enlisted supply specialists completed Project RID. Project RID was an intensified management program designed to excise unidentified surplus stocks from the technical supplies without interrupting the normal supply support provided. The result of the program was a return to depot stock of more than 11,000 lines of supplies in a three week period.

(2) Project "SPEED-UP": A joint team from the 17th Combat Aviation Group and 14th Transportation Battalion initiated a study to determine the feasibility of "speeding-up" the requisitioning to issue cycle of EDP requisitions. The following resulted from the joint study:

(a) Intensified weekly customer/technical supply/AMC reconciliations.

(b) Increased surveillance over material releases from the depots through intensified AMC/Depot liaison.

(c) The 14th Trans Bn liaison sections assumed responsibility for receipt, packing, documenting and shipping small EDP's to the technical supply's. This specialized handling of supplies significantly reduced the percentage of material releases lost between the depots and technical supply's. Further, this system has resulted in a reduction of shipping times between issue from the depot and receipt by the tech supply.

(d) The 17th CAG provides a daily CH-47 pickup of issues at the 241st Depot and return of serviceables for the 604th Trans Co located in Fleiku. This service has reduced the shipping times between the Depot and the 604th Trans Co. from an average of three days to 45 minutes (flying time).

(e) The 17th CAG provides a CH-47 Aircraft three (3) days a week dedicated to transporting issues from the 241st Depot to the 608th Trans Co in Dong Ba Thin. This service was initiated during the last two weeks of the reported period and its overall effectiveness cannot be analyzed.

(f) The 608th Trans Co established a liaison supply specialist at the 241st Depot to personally supervise the movement of issues from the depot. Further responsibility of this liaison specialist is to coordinate the movement of supplies via the CH-47 aircraft identified in paragraph e, above and to receive, pack and ship small EDP's via the daily battalion and 17th CAG courier between Qui Nhon and Dong Ba Thin.

(3) Project "CONTROL": A new program was initiated this quarter by the 79th Transportation Co to increase the "CONTROL" and speed up the movement of unserviceable reparables. This project includes a testing of two (2) methods of accounting utilizing the NCR-500 system. The tests have not been completed and the results are therefore not available.

(4) Technical Supply Performance: The following figures are representative weekly averages of this battalion's supply performance for the reported quarter:

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for the Period Ending 30 April 1969, RGS: USFOR-65 (RI)

TYPE A/C	INPROCESSED	RETROGRADE	SALVAGE	TOTAL
OH-23	0	7	0	7
UH-1	124	38	37	199
O-1	14	11	9	34
OV-1	0	0	2	2
U-1	0	1	1	2
U-6	0	0	1	1
U-8	0	0	1	1
TOTALS:	229	94	64	387

(3) Engine Repair and Retrograde: Continued emphasis was directed at expediting delivery of serviceable engines to customers and expeditiously retrograding unserviceable engines. The following number of engines were processed during the reported period:

	79th	540th	604th	608th	TOTAL
Returned to Service	28	20	0	3	51
Shipped to AMMC	19	0	0	0	19
Shipped to other locations	183	17	122	40	362
TOTALS:	230	37	122	43	432

g. Air Armament: During the reported period Aircraft Armament shops of this battalion repaired and returned to service the armament systems listed:

SYSTEM	540th	604th	608th	TOTAL
M-5	18		12	30
M-21	115	129	89	333
XM-28	1	47		48
M-60	115	12	13	140
XM-18		4		4
M-16	9		15	24
XM-27E1	1	6		7
M-134	12		2	14
XM-158	11	1		12
XM-159	1			1
XM-156	2		13	15
TAT-102A		2		2
TOTALS:	285	201	144	630

h. Technical Supply Operations: Continued emphasis was directed towards improved technical supply management and operations during the period. Particular attention was focused on purification of authorized stockage lists (ASL), improved customer reconciliations, depot liaison, improved editing procedures, increased surveillance of stocks released for transportation and improved accounting procedures for unserviceable repairables.

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k. Avionics Activities:

(1) Project "TRIM": The AVEL Co North (Prov) initiated an intensified maintenance management improvement program titled "TRIM" during the reported quarter. Project "TRIM" consisted of a wall to wall inventory of all electronic test equipment and mock-ups and included a feasibility study directed at trimming the inventory to that equipment essential to the accomplishment of the mission. Project "TRIM" resulted in the identification and turn-in of over \$266,475 worth of critical excess equipment.

(2) Test Equipment Repair/Calibration: Excessive delays were being experienced in the repair and return of test equipment evacuated to US Army repair facilities for calibration and/or repair. It was found that local US Air Force elements possessed the capability and capacity to perform the required service on an expedited basis. An interservice agreement was initiated resulting in increased efficiency and effectiveness of the AVEL support provided.

1. Enemy Activity: Enemy activity in the battalion AO increased during the reported period. Although enemy activity primarily directed at subordinate elements of the 14th Battalion declined from the previous quarter, the units supported by the battalion suffered an increased amount of combat damage. This increased combat damage caused mission emphasis to be shifted periodically from scheduled to unscheduled maintenance and supply support during the period. Significant losses within this battalion were major damage to one maintenance hanger and one propeller and rotor repair shop. These damages had minimal effect on battalion productivity.

2. Section 2. Lessons Learned: Commanders observations, evaluations and recommendations.

a. Personnel: Shortages of Mission Essential Personnel

(1) OBSERVATION: Rotary Wing Technical Inspectors (MOS 67W20) and Aircraft Armament Repair Specialist (MOS 45J20 and 45A10) personnel shortages are detracting from full mission capability.

(2) EVALUATION: Shortages of qualified technical inspectors for both maintenance and technical supply operations are reducing quality control standards and unit productivity. This battalion is presently short nine (9) RW technical inspectors with a sixty day loss projection of an additional five (5) personnel. A critical shortage of Aircraft Armament Repair Specialists (45J20) exists within the battalion. This problem is becoming more acute with the increasing amount of armament repair required and the corresponding decrease in armament capability of supported units. At the present time the battalion is short sixteen (16) of an authorized thirty-four (34) aviation armament personnel with a sixty (60) day loss projection of an additional three (3) personnel.

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for the Period Ending 30 April 1969, RCS: GSFCR-65 (RI)

	<u>79th</u>	<u>604th</u>	<u>608th</u>
Average Demands Received	2,504	1,605	1,680
Average Lines ASL	19,297	14,990	10,915
Average Lines ASL Zero Balance	4,326	3,753	3,788
Average Satisfaction	66.9%	63.1%	53.4%
Average Accomodation	76.9%	71.4%	83.0%

(5) Turn in of Serviceable Excess: Continued emphasis was directed by all companies toward the identification of serviceable excesses, purification of ASL's and return of serviceables to Depot stock. The return of excess lines with a dollar value for the reported period is depicted below:

<u>UNIT</u>	<u>NUMBER OF LINES</u>	<u>DOLLAR VALUE</u>
79th Trans Co	4,999	958,701.00
604th Trans Co	3,192	534,803.00
608th Trans Co	8,003	1,658,532.00
TOTALS:	16,194	2,152,036.00

(6) Retrograde of Repairables: The processing of repairables for retrograde continued to represent a substantial portion of the workload for all DSSA's. Monthly shipping tonnages of the quarter are identified below:

<u>MONTH</u>	<u>IN-COUNTRY</u>	<u>OUT OF COUNTRY</u>
Feb	108.9 s/t	112.2 s/t
Mar	99.5 s/t	83.8 s/t
Apr	105.7 s/t	101.8 s/t
TOTAL:	314.1 s/t	297.8 s/t

(7) Support of OH-23 Aircraft: The DSSA's of this battalion have re-established ASL's for the support of OH-23 type aircraft programmed into RVN. Requisitions in support of the ASL's have been submitted to AMMC.

j. Unit Supply and Maintenance Management: Assigned units directed increased emphasis toward improving unit supply and maintenance management during the quarter. Areas stressed include:

- (1) Improving Property Books and allied Supply Records.
- (2) Improving Log Books, Motor Pool Records, and PLL's.
- (3) Increased inspection of automotive and generator equipment.
- (4) Ammunition Basic Loads were recomputed and stocks rotated.
- (5) Improving mess operations.

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with the rotation of experienced operators, the excessive amount of non-productive time associated with setting up the programming sequence, the NCR-500 maintenance and supply support structure, the generator/power requirements of the system, and the continuous introduction of new and specialized programs.

(c) RECOMMENDATION: That the 79th Transportation Company and other aviation supply activities processing a similar volume of transactions be issued an additional NCR-500 Computer Van containing a Processor, NCR-590-1 Magnetic Ledger Card Control Console and a Card Reader/Card Reader Controller.

(3) Phasing of OH-6A Rotor Blades

(a) OBSERVATION: A number of OH-6A rotor blade dampers have been damaged due to improper blade phasing procedures utilized during the pre-flight inspection.

(b) EVALUATION: Liaison visits with supported units reveal a number of OH-6A aircraft had damaged main rotor blade dampers due to improper blade phasing procedures during pre-flight. TM 55-1520-214-10/20 and the OH-6A in-country project manager were consulted concerning the propriety of the phasing procedures being utilized based on the general acceptance by the operators and factory technical representatives. It was found that phasing procedures are not required as a part of the pre-flight inspection.

(c) RECOMMENDATION: That an advisory message be disseminated to all OH-6A aircraft users re-emphasizing that it is unnecessary to phase the main rotor blades during the pre-flight inspection.

(4) The Aircraft In-processing Sites

(a) OBSERVATION: The US Air Force delivers Army aircraft at a rate of approximately seventy five (75) per month for inprocessing into this theater through two (2) US Air Force Aerial Ports. The facilities allocated to inprocessing elements of this battalion at these aerial ports for the inprocessing mission are inadequate.

(b) EVALUATION: The inprocessing of Army aircraft requires the off-loading, assembly, test flight and issue of the aircraft. The off-loading and assembly portion of the mission must be accomplished at the Aerial Port. The areas allocated by the Air Force for this inprocessing are generally not suitable for aircraft maintenance operations. For example, at Cam Ranh Air Force Base the facility for the inprocessing is composed of pierced steel planking (PSP) placed directly over brilliant white sand and is located adjacent to the major taxiway. This area is completely open air and vulnerable to the elements. Blowing sand from the constant (and often violent) wind from the sea and taxiing aircraft is driven into the aircraft and components as they are being assembled. This blowing

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for the Period Ending 30 April 1969, RJS: OSFOR-65 (RI)

(3) RECOMMENDATION: That command action be taken to expedite the assignment of needed personnel. That consideration be given to the establishment of an in-country training capability for qualifying aircraft armament repairmen (MOS 45J20).

b. Operations:

(1) Aircraft Recovery/Evacuation Operations:

(a) OBSERVATION: During maintenance evacuations or field recovery operations of disabled aircraft a more positive method of control and communication must be established between the ground rigging crew, the rigging crew's aircraft and the recovery (lift) aircraft.

(b) EVALUATION: Current publications direct the use of hand and arm signals by a ground guide or the use of the recovery aircraft crew chief to guide the actual hook-up and initial lift of a disabled aircraft. These procedures are adequate when sufficient prior coordination has been established between the rigging and recovery crews and the terrain favors the use of a ground guide. However, aircraft recoveries conducted in a hostile environment are usually typified by a general lack of prior coordination and communications. Furthermore, local enemy activity often requires the rigging aircraft to leave the scene after the rigging crews are on the ground and before recovery can be effected. Several costly incidents involving maintenance evacuations and recoveries might have been averted had a more positive method of communication been established between the ground rigging crew and the lift aircraft.

(c) RECOMMENDATION: That air to ground radio communication be considered as an essential element to all recovery/maintenance evacuations and that unit equipment authorizations provide for the issue of appropriate radio communications equipment.

(2) Saturation of NCR-500 Computer System

(a) OBSERVATION: There is insufficient NCR-500 System Machine (console) time available to accommodate the needs of the 79th Transportation Company.

(b) EVALUATION: The 79th Trans Co presently manages approximately 19,000(+) lines of supplies requiring the posting of over 25,000 transactions per month. This unit has found it impossible to post this volume of transactions and run the standardized programming sequence and special programs with one NCR-500 system. This unit presently borrows 35-40% of the machine time required to accomplish its mission from adjacent units. It is recognized that the NCR-500 system may possess a greater capacity than is currently being used. However, it is virtually impossible to achieve the theoretical design limits of the equipment considering the "real world" problems of the Vietnam environment. These problems include the total lack of school trained supervisors, the turbulence associated

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sand is a hazard to work safety and reduces the useful life of components (bearings) being subjected to it. The extreme heat and driving rain (during the monsoon season) make working conditions untenable at times. Further, during peak delivery periods and while the aircraft are going through the initial inprocessing cycle they are temporarily stored unprotected (no revetments available).

(c) RECOMMENDATION: That base development plans for aerial ports which routinely receive disassembled Army aircraft as cargo include suitable facilities for inprocessing and short term protective storage.

c. Intelligence. NONE

d. Logistics: Dexion Shelving Material

(1) OBSERVATION: A technical supply warehouse is in construction at one of the companies of the battalion with a projected completion date of May 69. Requisitions for shelving material (Dexion Slotted Angle FSN: 7125-797-6853) were submitted five (5) months in advance of the projected completion date for the warehouse. As of the date of this report there has been no response to the requisitions submitted.

(2) EVALUATION: Dexion is considered as one of the most efficient and effective materials to construct warehouse stockage locations. An attempt was made to forecast shelving material needs well in advance of the projected warehouse completion date to allow the using unit to make the facility operational almost immediately. Due to a lack of response to the material request (Dexion) and the fact that the warehouse is rapidly approaching completion, the unit has now begun constructing wooden and angle iron storage bins. Multiple stacked wooden storage locations built for 15,000 lines of supplies by unskilled (self-help) carpenters is extremely time consuming (non-productive manhours) and lacks the flexibility and functional aspects associated with the Dexion type material. Requisition follow-ups revealed that Dexion is currently not available through Army supply channels.

(3) RECOMMENDATION: That action be initiated to procure and stock Dexion for shelving material in the theater.

e. Organization: NONE


f. Other: NONE

~~2 Incl~~

~~1. List of Organizations~~

~~2. Organizational Chart~~

Incls wd Hq, DA


SAMUEL S. WALKER
LTC, TC
Commanding

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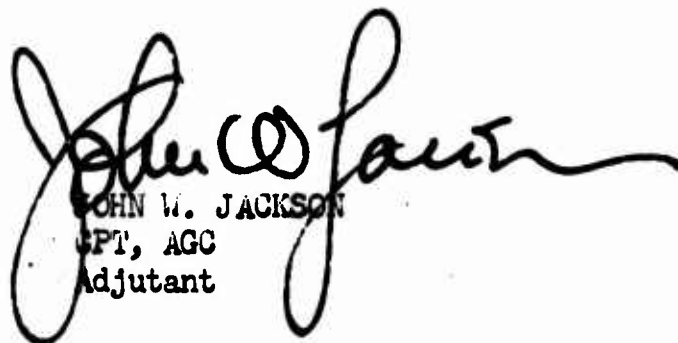
SUBJECT: Operational Report of 14th Transportation Battalion (AVLS)(GS)
for the Period Ending 30 April 1969, RCS: CSFOR-65 (RI)

DA, HQ, 34th General Support Group (AVLS), APO 96309 15 JUN 1969

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST
APO 96375

1. Concur with recommendations stated in Section 2 except item b(2).
2. Reference Section 2, item a(1). Shortages in the 67 and 45 series MOS's continues to be a major problem. Apparently, no relief can be expected from the CONUS training base; therefore, USARV is establishing a special course in rotary wing technical inspection which in conjunction with subsequent on the job training should qualify some personnel as technical inspectors.
3. Section 2b(2). Nonconcur. The capacity of the NCR 500 is sufficiently large to handle the work load if properly scheduled.
4. Section 2b(3). A message has been forwarded to the field omitting the requirement for rephasing the OH-6 blades.

FOR THE COMMANDER:


JOHN W. JACKSON
CPT, AGC
Adjutant

AVHGC-DST (12 May 69) 2d Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 30 April 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 JUL 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1969 from Headquarters, 14th Transportation Battalion (AM&S) (GS).

2. Comments follow:

a. Reference item concerning "Shortages of Mission Essential Personnel," section II, page 8, paragraph 2a, and paragraph 2, 1st Indorsement.

(1) Concur in the recommendation that command action be taken to expedite the assignment of qualified personnel. The records of this headquarters reflect that the 34th General Support Group is at 87% of its authorized strength in MOS 45J compared to a USARV average of 89%, and 76% of its authorized strength in the 67 series MOS, helicopter technical inspectors, compared to a USARV average of 82%. These differences result because a lower priority of fill in all MOS's is given to the combat support and combat service support elements. A higher USARV fill level will require action by DA.

(2) HQ USARV is establishing a Rotary Wing Technical Inspector Preparatory Course starting the 1st quarter, FY 70. It is a two week course designed to give selected enlisted personnel with a 67 series MOS a general working knowledge of the techniques and procedures used for the technical inspection of R/W aircraft. Upon completion of further OJT at the unit level and an acceptable demonstrated performance, individuals can qualify as Technical Inspectors and be awarded the appropriate MOS and skill level.

(3) The Army Aviation Refresher Training School (AARTS), controlled by HQ, USARV, is not an MOS producing school. In recognition of the shortage of 45J personnel, two courses are offered at AARTS covering the UH-1B, C and AH-1G Armament subsystems. This instruction is not designed to substitute for training given the aircraft armament technician, MOS 45J20. It will assist units by providing personnel capable of performing many of the functions expected of a 45J.

b. Reference item concerning "Aircraft Recovery/Evacuation Operations," section II, page 9, paragraph 2b(1); concur. Procedures for air to ground radio communications should be included in the supporting unit's external SOP for distribution to supported units. Detailed coordination concerning air to ground communications should be accomplished upon receiving a mission from a supported unit for aircraft recovery or evacuation.


AVHGC-DST (12 May 69) 2d Ind

17 JUL 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for the Period Ending 30 April 1969, RCS: CSFOR-65 (R1)

c. Reference item concerning "Dexion Shelving Material," section II, page 11, paragraph d; nonconcur. Dexion shelving material is primarily used in permanent type supply warehouses. The item is not listed on the Army Master Data File as an item of issue to the Army. Further, it is felt that this is not an essential item for use in a combat zone. No further action required at this or higher headquarters.

FOR THE COMMANDER:


A.R. GUENTHER
CPT. AGC
ASST. ADJUTANT GENERAL

Cy furn:
14th Trans Bn
34th GS Gp

GPOP-DT (12 May 69) 3d Ind
SUBJECT: Operational Report of HQ, 14th Transportation
Battalion (AM&S)(GS) for Period Ending 30 April
1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 14 AUG 69

TO: Assistant Chief of Staff for Force Development,
Department of the Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forward-
ing indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



D. A. TUCKER
CPT. AGC
ASST AG

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